Amendments to the Specification:

Please amend the specification as follows:

Please delete the following from page 1, line 28:

~~**SUMMARY OF THE INVENTION**~~

Please insert the following after paragraph [0005]:

SUMMARY OF THE INVENTION

Please replace paragraphs [0018] through [0020] with the following:

[0018] Rotation of the primary pulley 2 is transferred to the secondary pulley 3 through the V-belt 4, which is then transmitted to wheels, not shown, through an output shaft 8, a gear set 9, and a differential gear 10. In order to allow change of the transmission ratio or pulley ratio between the primary and secondary pulleys 2, 3 in the process of power transfer, i.e. change of the shift ratio, one of the flanges for defining the V-groove of each of the primary and secondary pulleys 2, 3 includes a stationary flange 2a, 3a, and another includes a movable flange 2b, 3b which can be displaced axially. The movable flanges 2b, 3b are biased toward the stationary flanges 2a, 3a ~~3b~~ by supplying to a primary-pulley chamber 2c and a secondary-pulley chamber 3c a primary-pulley pressure Ppri and a secondary-pulley pressure Psec produced from the line pressure as the source pressure, thereby putting the V-belt 4 in frictional engagement with the pulley flanges, thus allowing power transfer between the primary and secondary pulleys 2, 3. In this embodiment, the pressure acting area of the primary-pulley chamber 2c and that of the secondary-pulley chamber 3c are set equal to each other to avoid one of the pulleys 2, 3 from being larger in diameter than another, thus achieving downsizing of the CVT 1. Moreover, the CVT 1 is constructed such that return springs 2d, 3d are arranged in the primary-pulley and secondary-pulley chambers 2c, 3c, respectively, to prevent a variation in the groove width due to a variation and sudden change in hydraulic pressure and maintain the shift ratio on the high-speed side during tractive cruising.

[0019] At the time of shifting, the widths ~~width~~ of the V-belt grooves of the primary and secondary pulleys 2, 3 are ~~is~~ changed by a differential pressure between the primary-pulley pressure Ppri and the secondary-pulley pressure Psec produced in accordance with a target

shift ratio as will be described later, thereby changing continuously the diameter of the circles of the pulleys 2, 3 with respect to the V-belt 4, thus allowing achievement of the target shift ratio.

[0020] A shift-control hydraulic circuit 11 controls the output of the primary-pulley pressure Ppri and the secondary-pulley pressure Psec as well as the output of the engagement pressure of the forward clutch 7b to be engaged when selecting the forward driving range and the reverse brake 7c to be engaged when selecting the reverse range. The shift-control hydraulic circuit 11 carries out such control in response to a signal from ~~of~~ a transmission electronic control unit (ECU) 12. Thus, the transmission ECU 12 receives a signal from ~~of~~ a primary-pulley rotational-speed sensor 13 for sensing a primary-pulley rotational speed Npri, a signal from ~~of~~ a secondary-pulley rotational-speed sensor 14 for sensing a secondary-pulley rotational speed Nsec, a signal from ~~of~~ a primary-pulley pressure sensor 15 for sensing a primary-pulley pressure Ppri, a signal from ~~of~~ a secondary-pulley pressure sensor 16 for sensing a secondary-pulley pressure Psec, a signal from ~~of~~ an accelerator opening sensor 17 for sensing an [[a]] accelerator-pedal depression amount APO, a selected-range signal from ~~of~~ an inhibitor switch 18, a signal from ~~of~~ an oil-temperature sensor 19 for sensing a shift-operation oil temperature TMP, and transmission input-torque related signals, such as engine speed and fuel injection time, from ~~of~~ an engine electronic control unit (ECU) 20 for controlling the engine 5.

Please replace paragraphs [0024] through [0025] with the following:

[0024] The transmission ECU 12 carries out the determination of the solenoid drive duty of the pressure regulating valve 23, the solenoid drive duty of the pressure reducing valve 24, and a shift command or step number Step to the step motor 27 as well as the determination as to whether or not the engagement pressure is supplied to the forward clutch 7b and the reverse brake 7c as shown in FIG. 1. As shown in FIG. 2, the transmission ECU 12 comprises a pressure control part 12a and a shift control part 12b. The pressure control part 12a determines the solenoid drive duty of the pressure regulating valve 23 and the solenoid drive duty of the pressure reducing valve 24, whereas the shift control part 12b determines the step number Step of the step motor 27 as follows. [[:]]

[0025] First, using the vehicle velocity which can be obtained from the secondary-pulley rotational speed Nsec and the accelerator-pedal depression amount APO, the shift control part 12b determines a target input rotational speed in accordance with a given shift map. The determined target input rotational speed is divided by the secondary-pulley rotational speed Nsec to determine a target shift ratio in accordance with the driving conditions such as the vehicle velocity and the accelerator-pedal depression amount APO. Then, the primary-pulley rotational speed Npri is divided by the secondary-pulley rotational speed Nsec to obtain an actual or achieved shift ratio, which is corrected in accordance with a deviation with respect to the target shift ratio, thus determining a shift-ratio command for gradually bringing the actual shift ratio nearer to the target shift ratio at target shift velocity. A step number or operated position Astep of the step motor 27 is determined to achieve the shift-ratio command, which is provided to the step motor 27, thus achieving the target shift ratio through the above shift action.

Please replace paragraph [0029] with the following:

[0029] At the step S104, it is determined whether or not ~~no~~ the secondary-pulley pressure Psec is greater than a predetermined value which is set at 0.4 MPa, for example. If it is determined that Psec > 0.4 MPa, flow proceeds to the step S102 where the timer is reset to zero, then flow comes to an end. On the other hand, if it is determined that Psec $\leq$ 0.4 MPa, flow proceeds a step S105.

Please replace paragraph [0037] with the following:

[0037] Referring to FIG. 5, with the shift range in neutral N or parking P, the engine 5 is started, i.e. an ignition key is turned on, at point t1. The engine speed increases to reach then a predetermined rotational speed (450 rpm). With engine start, the step motor 27 is initialized during a period from point t1 to point t2. Then, with the position of the step motor 27 fixed to a position or third position corresponding to the lowest shift~~ration~~ ratio, a rise of the primary-pulley pressure Ppri is waited during a predetermined period from point t2 to point t3. At point t3, the step motor 27 is started to move.

Please replace paragraph [0039] with the following:

[0039] Then, at point t5, the driver switches the shift range to drive D or reverse R to start the vehicle. And when the vehicle velocity reaches a predetermined value (5 km/h) at point t6, control is switched from the fixed shift-ratio mode to shift feedback control. Determination

of this switching is carried out in accordance with a value of a fixed shift-ratio ~~shift-ration~~ mode determination flag. In this embodiment, the flag has a value of 1 at engine start, which is switched to 0 when the vehicle velocity reaches 5 km/h.

Please replace paragraph [0046] with the following:

[0046] Furthermore, when the primary-pulley pressure reaches the predetermined value before the step-motor operated position reaches an operated position corresponding to the shift ratio on the high-speed side, the step-motor operated position is fixed to an operated position when the primary-pulley pressure reaches the predetermined value. Thus, when the primary-pulley pressure increases before the step-motor operated position is located at a position corresponding to a predetermined shift ratio on the high-speed side, the step-motor ~~sep-motor~~ operated position is fixed at this position, and is inhibited from further moving to the high-speed side. This allows prevention of excessive movement of the step motor to the high-speed side to have the shift ratio at vehicle start after tractive cruising excessively be on the high-speed side, thus leading to the prevention of both the occurrence of downshift and the impairment of the vehicle start-ability.